Leave Georgetown daily, except Sunday, at 3 a m;
Arrive at Sacramento City by 4 p m.
From Sacramento City by 5 p m.
From Sacramento City by 5 p m.
Edorado, Diamond Springs, Placerville, and Cold Springs, to Coloma, 65 miles and back, daily from lat of April to lat of December, and tri-weekly the residue of the year.
Leave Socramento City daily, except Sunday, at 6 a m;
Arrive at Coloma by 8 p m;
Lauve Coloma daily, emept Sunday, at 2 a m;
Arrive at Recramento City by 4 p m.
From Sacramento City by 4 p m.
From Sacramento City by 4 p m.
Grand Island, Colosi, Princeton, Monroeville, and Moore's Ranch, to Tehams, 127 miles and back, once a week.
Leave Scham Thursday at 6 a m.
Arrive at Tchama meat Wednesday by 6 p m;
Leave Tchama Thursday at 6 a m.
Arrive at Sacramento City next Saturday by 6 p m.
Inde embracing tri-weekly nervice in steamboats on the part to Calusi are invited.
From Sacramento City, by Coon Greek, Johnson's Banch, Round Arrive at Sucramento City mext Saturday by 6 pm.

Bids embracing tri-weekly service in steambeats on the part to Calust are invited.

9 From Sacramento City, by Coon Creek, Johnson's Ranch, Round Tout, Rough and Ready, and Grase Valley, to Nevada City, 65 miles and back, six times a week from 1st of April to 1st of Decomber, three times a week fit to 1st of April to 1st of Decomber, three times a week fit to 1st of April to 1st of Leave Sacramento City daily, except Sunday, at 6 a m;

Arrive at Nevada City daily, except Sunday, at 6 a m;

Arrive at Recramento City by 4 p m.

1 From Andreamento City by 4 p m.

1 From Andreamento City by 2 p m;

1 Loave Marqueville by 2 p m;

1 From Andreamento City by 2 p m.

1 From Andreamento City by 2 pm.

1 From Marqueville city, except Sunday, at 6 a m;

Arrive at Butch Flat by 5 p in;

1 Loave Dutch Flat Wednesday and Saturday at 6 a m:

Arrive at Dutch Flat by 5 p in;

1 Loave Dutch Flat Wednesday and Saturday at 6 a m;

2 From Marqueville by Honcout, Hansonville, Forbestown,

Strawberry Valley, Bagger, Woodville, Rabbittown, and

Strawberry Valley, Bagger, Woodville, Rabbittown, and

Strawberry Valley, Bagger, Woodville, Rabbittown, and

Strawberry Valley to 1st of November, once a week the re
mainder of the year. St. Lamis, to Gilsonville, 75 miles and back, twice a week from lat of April to 1st of November, once a week the remainder of the year.

Leave Maryaville Mondays and Fridays at 6 a m;

Arrive at Gibsonville next days by 6 p m;

Leave Gibsonville mext days by 6 p m;

Leave Gibsonville mext days by 6 p m;

Prom Maryaville, by Charley's Ranch, Croville, Hamilton, Rio Seco, Chico, Lesseu's, Tehama, Red Biuffs, Cottonwood, and American Ennch, to Shasta, 134 miles and back, six times a week from 1st of April to 1st of December, tri-weekly the residue of the year.

Leave Maryaville daily, except Sunday, at 3 p m;

Arrive at Shasta-mext day by 5 p m;

Leave Shasta daily, except Sunday, at 4 a m;

Arrive at Maryaville bext day by 12 m.

4 from Maryaville, by Ohnson's Ranch, Cox's Ranch, Virginia, Oro Cay, Gold Hill, and Ophrwille to Auburn, 38 miles and back, twice a week.

Leave Maryaville Desday and Friday at 6 a m;

Arrive at Auburn by 6 p m;

Leave Auburn Wednesday and Saturday at 6 a m;

Arrive at Maryaville by Oregon House, Greenville, Foster's Bar, Camptonville, and Goodyear's Bar, to Downieville, 70 miles and back, three times a week.

Leave Maryaville toesday, Thursday, and Saturday at 5 a m;

Arrive at Maryaville by 8 p m.

Leave Downieville Monday, Wednesday, and Friday at 5 a m;

Arrive at Maryaville by 8 p m.

Leave Downieville Monday, Wednesday, and Friday at 5 a m;

Arrive at Maryaville by 8 p m.

From Maryaville to Pry Creek, Park's Bar, Owley's Bar, Empire Ranch, Kough and Ready, and Grass Valley, 10 Mevada City, 45 miles and back, six times a week from 1st of April to 1st of Prom Maryaville daily, except Sunday, at 6 a m;

Leave Maryaville daily, except Sunday, at 6 a m; year.

Leave Maryaville daily, except Sunday, at 6 a m;

Arrive at Nevada City by 5 p m;

Leave Nevada City daily, except Sunday, at 7 a m;

Arrive at Maryaville by 5 p m.

From Biamond Birrings, by Newtown and Henry's Diggings, to
Crizzly Flat, 34 miles and back, once a week.

Leave Biamond Springs Tuesday at 6 a m;

Arrive at Grighty Flat by 4 m m. Crizzy Fran, 33 miles and back, once a week.

Leave Damond Springs Tuesday at 0 a m;

Arrive at Grizzly Flat, 33 miles and back, once a week.

Leave Damond Springs Tuesday at 0 a m;

Arrive at Grizzly Flat Wednesday at 0 a m;

Arrive at Damond Springs by 4 p m.

Leave Grizzly Flat Wednesday at 6 a m;

Arrive at Damond Springs by 4 p m.

Leave Placerville Tuesday and Friday at 7 a m;

Arrive at Georgetown by 2 p m;

Leave Georgetown Wednesday and Saturday at 6 a m;

Arrive at Placerville by 2 p m;

Leave Georgetown Wednesday and Saturday at 6 a m;

Arrive at Placerville by 2 p m;

Leave Placerville to Carson Valley, Utah Territory, 75 miles and back, once a week from lat of May to 1st of November, and once a month the residue of the year.

Leave Placerville Menday at 8 a m;

Arrive at Carson Valley next Wednesday by 12 m;

Leave Carson Valley Thursday at 8 a m.

Arrive at Carson Talley Thursday at 8 a m.

Arrive at Carson Talley Thursday at 8 a m.

Arrive at Carson Talley Thursday at 8 a m.

Arrive at Carson Pale Yalley Thursday at 8 a m.

Arrive at Carson talley how town, to Indian Diggings, and back, once a week.

Bidder to state schedule and distance.

Bids for more frequent belief and distance. once a week. Bidders to state schedule and distance. Bids for more freque San Juan in Newada county, and Truman's Crossing, to Camptonville, once a week and back.

Bidders to state distance and schedule of arrivals and departures.

Bidders to state distance and schedule of arrivals and departures.

12552 From Novada City, hy Pajterson, Emory's Crossings, Plum Valley, and Forrest City, to Downieville, 40 miles and back, three times a week from 1st of April to 1st of January, and once a week the residue of the year.

Leave Novada City Monday, Wednesday, and Friday at 6 a m; Arrive at Downieville by 8 p m;

Leave Downieville Tuesday. Thursday, and Saturday at 6 a m; Arrive at Orneiville by 8 p m;

Leave Downieville Tuesday. Thursday, and Saturday at 6 a m; Arrive at Quincy thousday aj 7 a m;

Arrive at Quincy mext day by 4 p m;

Leave Quincy Thursday at 7 a m;

Arrive at Quincy mext day by 4 p m;

Leave Quincy Thursday at 7 a m;

Arrive at Oroville next day by 4 p m;

Leave Shasta Tuesday, Thursday, and Saturday at 6 a m;

Arrive at Weaverville by 8 p m;

Leave Weaverville Monday, Wednesday, and Friday at 6 a m;

Arrive at Shasta by 8 p m.

12554 From Shasta, by Fronch Guich, Minersvide, Trinity Contro, and Olititiewa, to Yreka, 100 miles and back, twice a week

Leave Shasta Tuesday and Thursday at 12 m;

Arrive at Yreka Monday and Thursday at 12 m;

Arrive at Yreka Monday and Thursday at 12 m;

Arrive at Yreka Monday and Thursday at 12 m;

Arrive at Shasta beat Wednesday and Saturday by 6 p m;

Leave Yreka Monday and Thursday at 15 a m;

Arrive at Uniontown, by Cox's Ranch, and flag Bar, to Weaverville, 90 miles and back, once a week.

Leave Tinidad Monday at 6 a m;

Arrive at Uniontown next Saturday by 8 a m;

Leave Tinidad Monday at 6 a m;

Arrive at Restville Thursday at 6 a m;

Arrive at Restville Monday and Thursday by 9 p m.

Loave Park ille Thursday at 6 a m;

Arrive at Restville Monday and Thursday by 6 p m;

Loave Park

rom Astoria, by Cathlamet, Wash. Ter., Oak Point, Rainier Oregon, St. Holon, Lake River, Wash., Yancouver, Souvie's Island, Or., Portland, Milwankie, and Oawege, Wash. Ter. to Oregon City, Or., 144 miles and back, Iwica a week 12701 From Astoria, by Cathlamet, Wash. Ter., Oak Polat, Rainier, Orgon. St. Holen, Lake River, Wash., Vancouver, Souvie's Island, Or. Portland, Milwaukie, and Oawego, Wash. Ter., to Oregon City, Or., 144 inites and back, twice a week, in steamboats.

Leave Astoria Tuesday and Saturday at 9 a m;
Arrive at Oregon City back days by 3 p m;
Leave Oregon City Monday and Thursday at 7 a m;
Arrive at Astoria bext days by 5 a m.
Bida to run by a different scheabule will be considered.

12702 From Portland, by Occola, Hillsbore, Tuslatin, and Wapatoo, to La Fayette, 45 miles and back, once a week.
Leave Tortland Bonday at 7 a m;
Arrive at La Fayette boxt day by 9 a m.
Leave La Fayette Tuesday at 2 p m;
Arrive at La Fayette boxt day by 9 a m.
Leave La Fayette Tuesday at 2 p m;
Arrive at Car Fayette, by 4 yam Hill, Buteville, Champosg, Fairfield, Salem, Eola, Independence, Bloomington, Liberty, and Albany, to Orvalis, 95 miles and back, twice a week.
Leave Oregon City Monday and Thursday at 7 a m;
Arrive at Carvallis pet days by 5 p m;
Leave La Fayette, 197 Start's Point, Franklin, Long Tom, Startes 4 Dregon City Monday and Priday at 7 a m;
Arrive at Carvallis next days by 5 p m.

12704 From Leavalle, py Start's Point, Franklin, Long Tom, Startive of Carvallis Wedinesday at 6 a m;
Arrive at Gakland Fridays by 4 p m,
Leave Corvallis Wedinesday at 7 a m;
Arrive at Gakland Fridays by 4 p m,
Leave Colkiand Fridays by 4 p m,
Leave Colkiand Fridays by 5 p m.

12705 From Corvallis Mondays at 6 a m;
Arrive at Gakland Fridays by 5 p m.

12707 From Ball Mondays at 6 a m;
Arrive at Carvallis Mondays at 6 a m;
Arrive at Carvallis Mondays at 6 a m;
Arrive at Carvallis Mondays at 6 a m;
Arrive at La Fayette next days by 9 p m.

12707 From Ballon, by Ballon Ballon, in Jarive at Galland, Fridays by 7 a m;
Arrive at La Fayette next days by 6 p m.

12707 From Selem, by Salem Corvallis Mondays at 6 a m;
Arrive at La Fayette n

Calapopys, Duon. cons.
and Eugene City, to Pleasant Hill, 80 miles and back, once a geok.

Leave Stelem Topedays at 12 in;
Arrive at Pleasant Hill Stridays by 6 p m;
Leave Pleasant Hill Sturdays at 6 a m;
Arrive at Sam Tuesdays by 10 a m.

12709 From North Camyonville, by Galesville, Leiand, field Byer, Jacksonville, Phonnix, Ashland Mills, Thamath, Cal., and Henley, to Yreka, Cal., 140 miles and back, once a week.

wask

Leave North Gengopyille Monday at 7 a m;
Arrive at North Gengopyille Monday at 7 a m;
Arrive at North Canyonville a 1 a m;
Arrive at North Canyonville, by Myrite Creek, Round Prairie,
Alder Brook, Roseburgh, and Wuchester, to Oakland, 47
miles and back, other a week.
Leave North Canyonville Thorsday at 5 a m;
Arrive at Oakland by 8 p m;
Leave Oakland Sturday at 5 a m;
Arrive at North Canyonville by 8 p m.

12711 From Oakland by 8 p Kellicop, Soldsburg, and Gardiney
fav. to Umpdus City, 65 miles and back, once a week.

Arrive at North Canyonville by 8 p m.

12711 From Oakland, by Kollogg's, Elkton, Scottsburg, and Gardiner City, to Umptus City, 65 miles and back, once a week. Leave Oakland Saturday at 12 m;
Arrive at Unique City Monday by 2 p m;
Leave Umpqus City Wednesslay at 6 a m;
Arrive at Oakland near day by 8 p m.

12712 From Albany, by Burlington and Harrisburg, to Willamette Forks, 50 miles and back, once a wook.
Leave Albany Thursday at 6 a m;
Arrive at Willamette Forks meat day by 12 m;
Leave Willamette Forks Paday at 2 p to;
Arrive at Albany next day by 8 p m.

back, three times a wave to be a factor of the state of t

12713 From Port Orford, by Randolph and Coos Bay, to Gardiner City, 85 miles and back, once a week.

Leave Port Orford Monday at 7 a m;
Arrive at Gardiner City Weineaday by 3 p m;
Leave Gardiner City Thursday at 7 a m;
Arrive at Port Orford Sisturday by 3 p m.
Proposals to run, atter passing Coos Bay, via Month of Coquello, and ond at Umpqua City, about the sume distance as advertised, are invited, are invited.

and on at unique city, about the same entance as adve-tised, are invited.

Prom Port Orford, by Randolph and Empire City, to Winche ter, and back, once a week.

Eddiers to state schedule and distance. 12750 From Rainier, Or. by Monticello, Wash, Ter., Castle Rock, Cow-lits, Highiand, Newanouns, Grand Mound, and Sutter Creek to Stellacoom City, 110 miles and back, once a week. Leave Rainier Wednesday at 0 a m; Arrive at Static

to Stellacoom City, 110 miles and back, once a we leave Reinier Wednesday at 6 a m.

Arrive at Stellacoom City Saturday at 6 a m;

Leave Stellacoom City Saturday at 6 a m;

Leave Stellacoom City Saturday at 6 a m;

lids to extend to Seattle, 35 miles further, will be colide to extend to Seattle, 35 miles further, will be cofrom Vancouver, by Cascades, to Wascopum, Gregon,

and back, unce in two woods.

Leave Vascopum next Friday by 12 m;

Lave Wascopum next Friday by 12 m;

Lave Wascopum revery other Wednesday by 8 a m.

Rids for more frequent trips will be considered.

From Cowlitz to Boise Fort Frairte, 15 miles and back

week.

Biss for more frequent trips will be considered.

2 From Cowlitz to Boise Fort Frairie, 15 miles and back, once a week.

Leave Cowlitz Thursday at 9 a m;
Arrive at Boise Fort Prairie by 2 p m;
Leave Boise Fort Prairie Friday at 9 a m;
Arrive at Cowlitz by 2 p m.

3 From Cak Point, by Boise Fort Frairie, to Grand Mound, 50 miles and back, once in two weeks.

Leave Cak Point every other Friday at 6 a m;
Arrive at Grand Mound overy other Wednesday at 6 a m;
Arrive at Grand Mound overy other Wednesday at 6 a m;
Arrive at Oak Point and take by 5 p m.

Leave Fortal Mound overy other Wednesday at 6 a m;
Arrive at Oak Point and take by 5 p m.

Leave Fort Montgomery by 8 p m;
Leave Fort Montgomery by 8 p m;
Leave Fort Montgomery every other Thesday at 7 a m;
Arrive at Olympia by 8 p m.

Arrive at Olympia by 8 p m.

From Olympia, by Bruceport, Oysterville, Chenook, and Pacific City, to Astorie, Gregon, once in two weeks and back to Chenook, and once a week the residue.

Bidders to state distance and schedule of arrivale and departure.

Proposals to run the entire route once a week are invited.

ladders to state channes and semestres of arrives on specimens.

Proposals to run the entire route once a work are invited.

Prom Olympia, by Arcadia, to Oakland, and back, once a work fielders to state distance and schedule of arrivals and depart

From Salt Lake City, by Lehigh City, American Fork, Provo City, Springville, Payson, Santaquin, Salt Creek, Fillmore-City, Parowan, Fort Johnson, Codar City, Bringhurat's, N. Mox., Santa Clars, California, San Bernardine, Monte San Gabriel, and Los Angeles, to San Pedro, 917 miles and back, once a month.

Garrel, and Des Augene, no can review, at most once a month.
Leave Sail Lake City on the 5th of each month;
Arrive at San Pedro by the 1st of the following month;
Leave San Pedro on the 5th of each month;
Arrive at Sal Lake City by the 1st of the following month.
Bids to run twice a month will be considered; also, bids for the separate parts to and beyond Cedar City, (280 miles from Sail Lake City.).
From Sail Lake City.)
From Sail Lake City, by Nell's Mills, Mill Creek, Mormon, and Rolladavia Settlement. 10. Alpine City, 40 miles and back

separate parts to and beyond Codar City, (200 mines from Salt Lake City, by Neil's Mills, Mill Crock, Mormon, and Holladay's Settlement, to Alpine City, 40 miles and back, once a week.

Leave Salt Lake City Thursday at 5 p m;

Arrive at Alpine City next day by 10 a m;

Leave Alpine City next day by 10 a m;

Leave Alpine City Thursday at 3 p m;

Arrive at Salt Lake City Best day by 7 p m.

Yron Salt Lake City V Eulon, Desper, Lebigh City, Gardner's Mills, American Fork, Pleasant Grovo, Provo City, Springville, Spanish Fork, Payson, Santaquin, Salt Crock, and Ephraim, to Manti, 140 miles and back, once a week.

Laave Salt Lake City Thursday at 6 a m;

Arrive at Salt Lake City Wedneaday by 8 p m;

Leave Manti Monday at 6 at m;

Arrive at Salt Lake City, Wedneaday by 12 m;

Leave Brigham City resaday and Thursday at 6 a m;

Arrive at Balt Lake City, to Brigham City, 66 miles and back, twice a week.

Leave Salt Lake City Monday and Thursday at 6 a m;

Arrive at Salt Lake City next days by 6 p m.

From Salt Lake City nest days by 6 p m.

From Salt Lake City, by Toocle City, to Grantaville, 55 miles and back, once a week.

Leave Brigham City resaday and Friday at 2 p m;

Arrive at Grantsville Priday at 2 p m;

Arrive at Grantsville roat day by 12 m;

Leave Grantsville Friday at 2 p m.

From Salt Lake City, by Taylorsville, Mount Pleasant, West Jordan, Fort Herriman, and Gardner's Mills, to Colar Valley, 16 are Salt Lake City in Briaday at 6 a m;

Arrive at Colar Valley Friday at 2 p m;

Arrive at Salt Lake City mext day by 12 m;

Leave Carda Valley Furaday at 2 p m;

Arrive at Salt Lake City mext day by 6 p m.

From Calt Lake City hursday at 6 a m;

Arrive at Salt Lake City mext day by 6 p m.

From Calt Lake City Hursday at 8 a m;

Arrive at Salt Lake City mext day by 6 p m.

From Calt Lake City of the Thursday at 8 a m;

Arrive at Salt Lake City mext day by 6 p m.

From Calt City every other Thursday at 8 a m;

Arrive at Colar City every other Thursday at 8 a m;

Arrive at Colar City every other Thursday at 8 a m;

A

NEW MEXICO.

From Santa Fe, by Alameda, Albuquerque, Algodones, Socorre Fort Craig, Las Cruses, Bernalillo, Los Lumas, Fort Fillmore and Frontero, Texas, to El Paso, Texas, 300 miles and back twice a month.

and Frontero, Texas, to El Paso, Texas, 300 miles and back, twice a month.

Leave Santa Fe on the 10th and 25th of each month;

Arrive at Santa Fe in sight days;

Loave El Paso on the 7th and 23d of each month;

Arrive at Santa Fe in sight days.

Hids for weekly trips will be considered; also, for the separate parts to and beyond Albuquerque.

From Santa Fe, by Lee Luceros, to Fernando De Taos, 70 miles and back, once a week.

Leave Santa Fe Monday at 8 a m;

Arrive at Santa Fe Saturday by 10 a m.

From Las Cruces, by Mosilla, to Tucson, and back, once a week.

Biddera to state the distance, and schedule of árrivals and departures by which they propose to run.

Bidders to state the distance, and schodule of arrivals and de-partures by which they propose to run.

From Tucson, by Arizona and Colorado City, to San Diego, Cal., and back, twice a month.

Bidders to state distance and schedule.

Proposals to extend, by commencing at El Paso, Toxas, will be considered. considered.

12855 From Albuquerque, by Zuni, to Visalia, (Woodville,) Cal., 1,200 miles and back, suce a month.

Bidders to state schedule, which is to connect closely with route 12851.

Proposals for more frequent trips will be considered.

INSTRUCTIONS

rods from a station or landing. Proposals may be submitted for the performance of all the site service—that is, for offices over eighty rods from a station or landing.

3. No pay will be made for trips not performed; and for each of such missions, not satisfactorily explained, three times the pay of the trip may be deducted. For arrivals so far behind time as to break connexion with depending nails, and not sufficiently excused, one fourth of the compensation for the trip is subject to forfeiture. Deduction will also be ordered for a grade of performance inferior to that specified in the contract. For repeated delinquencies of the kind berein specified, oullarged penalties, proportioned to the nature thereof and the importance of the mail, may be made.

4. For leaving Behind or throwing off the mails, or any portion of them, for the admission of passengers, or for being concerned in setting up or running an express conveying intelligence in advance of the mail, a quarter's pay may be deducted.

5. Fines will be imposed, unless the delinquency be promptly and anisfactorily explained by certificates of postmasters, or the affidavits of other credible persons, for failing to arrive in contract time, bringlecting to take the mail from or deliver it into a post office; for sufficiently is to be wet, injured, destroyed, robbed, or lost; and for refusing, after demand, to convey the shall as frequently as the contractor runs, or is concerned in running, a coach, car, or steambout on a route.

6. The Postmaster Goneral may annual the contract for repeated fall.

disobeying the instructions of the department to do so; for assigning the contract without the assent of the Postmaster General; for running an express as aforesaid; or for transporting persons or package conveying mainly matter out of the mail.

7. The Postmister teneral gap price an increase of service on a route by allowing therefor a pro raid increase on the contract pay. If may change schedules of departures and arrivals in all cases, and particularly to make them conform to connections with railroads, without increase of pay, provided the running time he not abridged. He may also order an increase of speed, allowing, within the restrictions of lips law, a pro-rate increase of pay for the additional stock or carriers if any. The confract by agring populy notice to the department that he prefers doing so to carrying the order fine service, in which contract by agring populy notice to the department that he prefers doing so to carrying the order fine service, in which or in part, at pre-rade decrease of pay, allowing one month's extra outspination on the amount dispensed with, whenever, in his opinion, the public inforests do not require the same, or in case he desires to supersede it by a different grade of transportation.

8. Payments will be made for the sarvice by collections from, or drafts on, postmasters, or otherwise, after the exprasion of each quarter—say in February, May, August, and November.

9. The distances are given according to the best, information; but no increased pay will be allowed should they be greater than advertured. He has a supersed to the weight of the mail, the condition of roads, high, stryangs, for, and all toll-bridges, ferries, or obstructions of any kinds by which opposes may be incurred. No claim for additional pay based on such grounds can be considered; nor for alleged mistakes or misapprehension as to the degree of service, one for bridges deatreyed, or other obstructions for condition and produce of the mail, the condition of roads, high, stryangs, for, and all toll-br

convey the mails of the United States from July 1, 1858, to June 30, 1862, on route No. from to agreeably to the afterisement of the Postmaster General dated October 22, 1867, and by the following mode of conveyance, viz.

This proposal is made with full knowledge of the distance of the route,

the weight of the mail to be carried, and all other particulars in refer-one to the route and service, and also after careful examination of the laws and instructions atlacked to the advertiseness.

(Signed by two guaranters.) Dated CERTIFICATE.

15. Altered bids should not be submitted; nor should bids once submitted be withdrawn.

Each bid must be guarantied by two responsible persons. General guarantees cannot be admitted. The bid and guarantee should be agasel plainly with the full name of each person.

The department reserves the right to reject any bid which may be downed extrawagant, and also the bids of falling contractors and bidders.

The department reserves the right-to reject any bid which may be desired extravagant, and also the bids of failing contractors and hidders.

10. The bid should be scaled; superscribed "Mail Proposals, State or Torritory of (as the case may be) "addressed "Second Assistant Postmaster General," Contract Office, and sent by said; not by or to an agent; and postmasters will not enclose proposals (or letters of any kind) in their quarterly returns.

17. The contracts are to be executed and returned to the department by or before the list of August, 1858, but the service must be commenced on the list July, or the mail day next after that date, whether the contracts be executed or not. No proposition for transfers will be considered until the contracts are executed and received, at the department; and then no transfers will be allowed unless good and sufficient reasons therefor are given, to be determined by the department.

autheient reasons therefor are given, to be determined by the department.

18. Section 18 of an act of Congress, approved March 3, 1845, provides that contracts for the transportation of the mail shall be lot "in every case to the lowest bidder tendering sufficient guarantees for faithful performance, without other reference to the mode of such transportation than may be necessary to provide for the due celerity, certainty, and security of such transportation." Under this law a new description of bids has been received. They do not specify a mode of conveyance, but engage to take the entire mail each trip with celerity, cortainty, and security, using the tarms of the law. These bids are styled, from the manner in which they are designated on the books of the department, "dar bela," and they will be construed as providing for the conveyance of the entire mail, Assecer large, and sphateer may be the mode necessary to insure its "celerity, certainty, and security."

as providing in the conveyance of the chire mail, ascerce large, and spateer may be the mode necessary to insure its "celerity, certainty, and security."

19. In all cases where the lowest grade of service is bolieved to be sufficient, the lowest bid will be accepted, if duly guaranted, in preference to a "idar" or specific bid.

When the lowest bid is not a star bid, and specifies either no mode or an inadequate mode of conveyance, it will not be accepted, but set aside for a specific bid proposing the necessary service.

When the bid does not specify a mode of conveyance; also, when it proposes to carry "according to the advertisement," but without such specification, it will be considered as a proposal for horseback service.

20. A modification of a bid in any of its essential terms is tantamount to a new bid, and cannot be received, so as to interfere with a regular competition, after the last hour set for receiving bids.

21. Postmanters are to be careful not to certify the sufficiency of guarantors or sureties without knowing that they are persons of sufficient responsibility; and all bidders, guarantors, and sureties are distinctly notified that, on a failure to enter into or perform the contracts for the service proposed for in the accepted bids, their legal liabilities will be onforced against them.

22. Present contractors, and persons known at the department, must, equally with others, procure guarantors and certificates of their sufficiency substantially in the forms above prescribed. The certificates of sufficiency must be signed by a postmaster or by a judge of a court of record.

AARON V. BROWN,

AARON V. BROWN, Postmaster General

Post Office Department, October 22, 1857. Oct 24—1aw12w

STEAM MACHINERY FOR SCREW PRO-PELLER SLOOP-OF-WAR.

NAVY DRPARTMENT.

Steam Machinery for Scrow Propoler Stoop-of-War, "will be received at this department until 3 o'clock, the 20th January, 1857, for the complete construction of the steam machinery and appendages, and placing it on board a screw propeller ship-of-war building in the United States mavy yard at Reston.

The offers must be for a specific num for putting the whole in successful operation; must include all patent fees for any arrangement that may be proposed; state the time in which the work will be completed, and be accompanied by the usual guarantee required by law The name of the establishment in which the work is to be executed must be stated.

The details of the design and arrangement of the machinery will be left with the party whose proposition may be accepted as combining the greatest number of advantages, keeping in view simplicity of construction, readiness of access for adjustment when in operation, and not being subject to derangement in the working parts; theing the object of the department to obtain the most speed and power with the most economical consumption of Tuel, and the greatest slowage of coal which the space available for that purpose will admit.

The boilers to be of fron, with telescopic smoke pipe, which must be placed at the greatest practicable distance from the mainmast; the propeller, with the connections for hosting, to be of composition: the machinery for hosting, for pumps, apparatus for ventilating, and appurteanance of all kinds necessary for the perfect working of the whole, to be of the most approved kinds. The coal-bunkers, shart passage, two athwarpships from builkheads, a distilling apparatos for fresh water from which can be made not test than 800 gailons per day; all the tools and duplicate pieces necessary and antisfactory for an efficient crusing sistem ship of war, must be included in the proposition, and a list of them must be furnished.

The wood and carpenter work (except the boring out the deadwood for the shaft) necessary to adapt the vessel for the

pounds.

The distance from the aft-side of the stainmast to the aft-side of the forward stern-past will be about 95 feet, and the distance between the forward and the after stern-post will be 7 feet; the depth from the load, water line to the top of the keel under the propeller will be 14%.

feet.

Steam-engine manufacturers who desire to bid can obtain a copy of the section of the vessel upon making application to the department. The proposal must be accompanied by full specifications and general drawings, having the position of the centre of gravity of the machinery, bodiers, &c., marked on them; giving also the capacity of the steam cylinders and area of foot and delivery valves, and of air pump, and outboard delivering valves, space for steam above the water line in bodiers, the fire and grate surface; also the diameter, pitch, surface, and kind of propeller, and other principal points, that comparisons can readily be made. There will also be given the estimate of the weight of engine, bodiers, water, bankers, appendages tole, and some very the control of engine, bodiers, water, bankers, appendages tole, and some very the control of the succession.

readily be made. There will also be given the estimate of the weight of engine, boilers, water, bunkers, appendages, tools, and spare work, in tons of 2,240 pounds.

The terms of payment will be that when one-fourth of the materials and labor provided for in the centract shall have been completed to the satisfaction of the department, there will be made a payment of one-fifth part of the whole amount of the contract; when one-half the work shall in like manner be completed, there will be a further payment of one-fifth; when there four the other completed a further payment of one-fifth; when the whole shall have been completed, and have made a satisfactory trail of one week, then a further payment of one-fifth; and when the skip shall have performed satisfactorily at sec for a period of three months, then the remaining sum shall be paid.

The repairs necessary during this period from defective workmanship or materials will be at the expense of the contractor.

The proposals must be explicit, and no qualified or conditional offer will be considered.

SHAAC TOUCEY.

AW PARTNERSHIP .- Samuel Chilton & A. B. A Magruder, hate of Virginia, being associated in parinoship, wit reaction in the courts of Washington city, the Court of Claims, and the supergraph Court of the United States.

Address CHILTON & MAGRUDER, Washington, D. C. Oct 14—column

J. MIDDLETON, Ice dealer, office and depet southwest corner of F and Twelfth streets, Washington, D. C.

Miss Christie Johnson,

IS desirous of forming classes in elecution in the schools in Washington, and will give instruction to private pupils in that city and in Georgetown.

Miss Johnson will give lossons to youths and professional gentlemen, and also to foreigners who wish to acquire a pure English accept

Residence : Miss Harrover's (formerly Miss English's) Female Sem lary, corner Washington and Gay streets, Georgetown. Mrs. Anna Cora Ritchie, Richmond, Va. Hev. Stephen P. Hill, Washington, D. C. Grafton Tyler, M. D., Georgetown, D. C.

For further information apply to Bianchard & Mohun, at their book tore, corner of Pennsylvania avenue and Eleventh street. Nov 6—tf

CHARLES S. D. JONES, Oct 23-wif Dubuque, Iona

WE PUBLISH TO-DAY Parton's Life of Aaron VV Burr.—Life and Times of Aaron Burr, by J. Parton, 1 vol. 30 rages crown octavo, illustrated by engravings on steel and wood rice \$1.75. Price \$1.75.

Parton's Life of Burr is in every respect an original and poculiar work, of absorbing interest, and possessing peculiar claims to the attention of Americans.

The author claims that in this volume the story of Aaron Burr's strange, eventful file is told for the first time, and is derived in great part from the personal reminiscences of his surviving friends, connections, and acquisintances.

The peculiar, romainte, and eventful life of Aaron Burr has afforded material for one of the most interesting and fascinsting biographics again without the work of the great democratic party of the United States is fully recorded. The volume is printed on superfine paper, and illustrated with steel portraits of Burr and his daughter Theodoxia, and several wood engravings.

ALSO READY TO-DAY-

Cousin William, by Theodore Hook, one volume, 12mo, price \$1. Gerrase Skinner, by Theodore Hook, one volume, 12mo, price \$1. Heing volumes 4 and 5 of "Mason's Labrary of Standard Tales," Harries and Sophia Lee 2 Canterbury Tales, price \$2.75, forming the first three volumes.

In active preparation, and to be issued week before Christmas, the volume for 1858 of the New York Almanac and Yearly Record for 1858, 32mo, cleth, price 25 cents.

MASON BROTHERS, Dec 16—3td&3tw 108 and 110 Duane street, New York.

NEW YORK ADVERTISEMENTS

MANUFACTURING COMPANY'S IMPROVED SEWING MACHINES

THESE machines combine all the improvements that have been invented. Their extensive and increasing sale, and the unanimous approval and commondation that they have received, warrant the proprietors in warmly recommending them. They have been in use sufficiently long to test them thoroughly, and have given entire satisfaction.

Among the undoubted advantages that they possess over all others, are:

te.

1st. Beauty and simplicity of construction, and consequent freedom om derangement and need of repairs.

2d. Unexampled case and rapidity of operation.

3d. Notseless movement.

4th. The remarkable perfection of their stitching, and their application to the principal office No. 3d3 Broadway, New York; and at their agencies the principal cities of the Union.

May 26—1y* Fashionable Dry Goods in New York.

N immense assortment of seasonable fabrics con-stantly on hand; also, a full and ATTRACTIVE STOCK OF CARPETINGS mattings, rugs, mats, curtain materials, lace curtains, gitt cornices, window shades, &c., &c., &c., MUCH BELOW REGULAR PRICES!

LORD & TAYLOR, 255, 257, 259, and 261 Grand stree and 47 and 49 Catharine str Matthew Hale Smith, COUNSELLOR AT LAW,

Rooms 22, 24, No. 16 Wall street, New York. Aug 15-tft

WHOLESALE PAPER DEALERS.

InvITE the attention of dealers and consumers to their large stock of printing, writing, wrapping, and all other kinds of paper, which they offer for sale at the lowest market prices. May 28—1y*

Ben. & E. A. Whitlock & Co., 13 Beekman Street, corner of Nassau, opposite the Autor House, PROPRIETORS OF THE PREMIUM CHAMPAGNE, CREMANT CABINET

MPORTERS of Cognac branches for druggists' and merchants' use, from Otard, Dapuy, & Co., Hennessey, Pinot, Castillon, & Co., and other bouses of the highest reputation; and sole proprietors of the celebrated branches, in the native proof and flavor of

prictors of the celebrated brandies, in the lognac, viz: -Vineyard of Chateau Bernard, Liqueur des champs d'or, Superior vineyard, vieux Coguac. ALEO-

Exclusive importers of the
Old Royal Hollands,
Burgomaster Schnapps,
And several brands of Sherry, Maderia, and Port wines, &c., &c.
Ales, porters, and cigars direct from shippers. CHAMPAGNE, CREMANT.

May 26-1y*

1857. WILSON G. HUNT & CO., IMPORTERS, 30 to 36 Park Place,

Wootlens.

Offer for sale Velvot beavers Cantor do Reversible do Fur do Tricot do Devonsbire do Sampson Sealskin

S. C. Herring & Co.'s Patent Champion Safes.

The subscribers, grateful for past favors, and inding that a discriminating poblic were bestowing their patronage to that extent that more warrenous were necessary to exhibit all their stock, have cularged their depet, by opening an extensive ware and salesroom on Broadway, at No. 251, corner of Marray street, opposite the City Hall. This enlargement of warehouse room, with the recent extensive enlargement of their factory, will enable the subscribers to keep on hand at all times a larger stock of fire and burglar-proof safes than any other establishment in the world. Particular attention will be had to constructing safes for private families to match with other furniture, for the security of plate and jewelry.

Will keep on hand and make to order all kinds of money chests, vault doors, and bank vaults. Hall's patent powder-proof locks for banks or store doors. Jones's patent permutation bank lock; and Crygier's patent letter lock, without key.

S. C. HERRING & Co.,

Nos. 135, 137, and 139 Water street, and
No. 251 Broadway, corner Murray st., New York.

P. COYLE & Ot., Agents

Washington, D. C.

B. W. KNOWLES, Agent

May 26—1y

Mutual Life Insurance Company of New York. S. C. Herring & Co.'s Patent Champion Safes

Mutual Like Insurance Company of New York.

Trinity Building, 111 Broadway.

THE assets of this company amount to nearly rours

million six hundred thousand dollars are invested on bond and mortgage
on real estate in the city and State of New York valued at nine millions of dollars.

The entire profits, already amounting to one million six hundred thousand dollars, are the property of the policy helders.

Trains internal.

Forms of application and pamphlets giving every information supplied on applying at the office or to any of the company? a agents.

PREFOR S. WINSTON, President.

American Gothic and Brass-Foil Roofing. INVENTED BY EUGENIO LATILLA, ARCHITECT, M. S. B. A. &c. ESIGNS made for concrete churches, villas, cot-tages, and farm buildings. Office, Gothica, near Chappaqua, June 17.—dtf

We would call attention to the card of Wm. Grandin, esq., who is commissioner for most of the States and Territories, and is also commissioner in the United States Court of Claims. Colonel Grandin is thereoughly conversant with business connected with the departments at Washington and the practice of the United States Court of Claims.

[New York Daily News

For All Parts of the West. BALTIMORE AND OHIO RAILROAD.

NEW AND IMPROVED ARRANGEMENTS.

THREE TRAINS DAILY from Baltimore, for Cumherland, Wheeling, and all parts of the West.

1-t. The ACCOMMODATION TRAIN will leave (except Sunday) at 6.40, a.m., counceting with trains from Philadelphia, first train from Washington (at Junction) will stop at way stations and arrive at Cumberland at 6 velock, p. 10.

2d. The MAIL TRAIN leaves Camden Station daily (except Sunday) at 8.30, a.m., and reaches Wheeling by 4, a.m., comeeting at Benwood with trains for Columbus, Cucinnat, Dayton, Indianapolis, Louisville, Cleveland, Toledo, Detroit, Chicago, St. Louis, Cairo, and intermediate points.

with, Cleveland, Toledo, Betrott, Chicago, et. Louis, carro, mediate peints.

3d. The EXPRESS TRAIN leaves shally at 7, p. m., connecting with express trains for Cinctinnati, St. Louis, Cairo, Chicago, and intermediate places. The dispute to Canonian and other central and southern places in the West is nearly 100 fallos shorter than by any other route. The time to these places in 342 imaqualled.

Baggage elocked through to Columbus, Cincinnati, Indianapelia, and St. Louis.

Passengers and baggage transferred at all points free.

THROUGH TICKETS will be sold to all the large to a in the West, at the lowest possible rates, at the lies—office, Camden Station, and at Washington city.

THROUGH TREETS will be said to an law large which in the week, at the lowest possible rates, at the time, office, Camden Station, and at Mashington city.

A second class car is attached to the mail train.

Passengers from Baltimore or Washingson may ries the entire road by daylost by taking accommodation or mail train, and lying over a day daylost of balting accommodation or mail train, and lying over a form the summer and or balting. They resume next morning by the express train, which leaves Camberland at 2.50, a. m., and reaches Wheeling rain, which leaves the strength of the strengt

can be obtained in Washington.

FOR WAY PASSENGERS.

The accommodation train, at 6.45, will stop at all stations east of Cumberland, and the express at stations beyond Piedmont going west. Eastwardly, the mail train leaves Wheeling at 7.15, a. m., and accommodation leaves Cumberland at 8.20, reaching Baltanore at 5.45, p. m., the FREDERICK TRAIN starts at 4, p. m., (except Sunday,) stopping at way stations. Leaves Frederick at 9, a. m., arriving at Baltimore at 12.30, noon.

The ELILOCIT'S MILLS TRAIN leaves Cainden Station at 6, a. m., and 3.30, p. m. Leaves Elicott's Mills at 7.30, a. m., and 7.30, p. m., except Sunday.

Uniting States Navat Court or Isquist,
Washington, February 26, 1857.

THE judge advocate gives notice, for the information of parties coming before the court under the lat section of the act of January 16, 1857, that they will respectively be advised by the department when their cases shall have been referred to the court; and that it is desirable that in presenting themselves they should come prepared with a list of such witnesses as they may desire to have summoned, specifying to which of the respective heads of "threes for the naval service" mentioned in the act their testimony is to be applied respectively; and suggesting the delay, if any, which may be required; and in respect of what witnesses.

J. M. CARLELE, Judge Advocate.

Office of Army Clothing and Equipage.

Office of Army Clothing and Equipage.

Philabella, Becamber 4, 1867.

SEALED PROPOSALS are invited, and will be received at this office until 10 o'clock, a m., of the 4th day of Jonnary next, for farmishing by contract the following army supplies and materials, deliverable at the United Stales clothing and equipage depot, (Schuylkill sreehal,) in quantities ar required, vis: 6,000 yards 6-4 dark blue (indige wood dyed) twilled cloth, weighing 21 ounses per yard.

65,000 do 6-4 dark blue (indige wood dyed) twilled cloth, weighing 22 ounces per yard.

10,000 do 6-4 dark blue (indige wood dyed) twilled cloth, weighing 22 ounces per yard.

210,000 do 7-8 white linained wood (indige dyed).

210,000 do 5-4 dark blue famine and (indige dyed).

10,000 do 5-4 dark blue famine weel (indige dyed).

10,000 do 5-4 dark blue famine weel (indige dyed).

10,000 do 5-4 dark blue famine weel (indige dyed).

10,000 do 5-4 dark blue famine weel (indige dyed).

10,000 do 5-4 dark blue famine weel (indige dyed).

25,000 do 5-4 dark blue famine weel, founces per yard.

25,000 do 5-4 dark blue famine weel, founces per yard.

25,000 do 5-4 dark blue famine weel, founces per yard.

25,000 do 5-4 dark blue famine weel, founces per yard.

25,000 do 28-5 meth cotton durk, to weigh 15-5 ounces per yard.

25,000 do 28-5 meth cotton durk, to weigh 16-5, ounces per yard.

25,000 do 28-5 meth cotton durk, to weigh 18-5, ounces per yard.

25,000 do 22-inch cotton durk, to weigh 18-5, ounces per yard.

25,000 do 33 inch cotton durk, to weigh 18-5, ounces per yard.

26,000 do 27-inch cotton durk, to weigh 18-5, ounces per yard.

26,000 do 33 inch cotton durk, to weigh 18-5, ounces per yard.

26,000 do 33 inch cotton durk, to weigh 18-5, ounces per yard.

26,000 do 35 inch cotton durk, to weigh 18-5, ounces per yard.

27-000 do 35 inch cotton durk, to weigh 18-5, ounces per yard.

28-inch cotton durk, to weigh 18-5, ounces per yard.

29-000 do 35 inch cotton durk, to weigh 18-5, ounces per yard.

20-000 do 36 inch cotton durk, to weigh 18-5, ounces

inches in length. In the centre,) to be 7 feet tong and 5 feet 6 inches wide, each blanket to weigh 5 pounds

7 500 dozen pairs half stockings, 3 sizes, properly made, of good sound feece wood, and with double and twisted yara to weigh 3 pounds per dozen

10 500 pompone for engineers, ordnance, medical department dragoons, rides, artillory, and infantry

30,000 cap bodies

12,000 yards glazed slik for covers

140 N. C. S. brass scales, pairs

500 sergeants' do do do

500 corporals and privates' brass scales, pairs

5 N. C. S. brouzed do do do

500 corporals' and privates' brouxed do do

5,000 do by in. do do green

5,000 do bute do

2,000 gross coat buttons

5,000 do vest do

3,000 do vest do

3,000 do suspender buttons, white metal

4,000 ton buttons wood, small

12,000 do slips do do

5,000 do buttons do largo

1,000 do slips do do

600 compon do do

400 pilyamised iron wire rods, for tests

500 wall do do

4000 gulyamised iron wire rods, for tests

5000 mess pans, iron

500 wall do do
500 common do do
4 000 galvanised iron wire roda, for tents
10,000 do do staples do
3,000 mess pans, iron
1,000 camp kettles, iron, three sizes
12,000 its cantecus, (3 pints, weight 11), ounces.) with stoppers
12,000 its cantecus, (3 pints, weight 11), ounces.) with stoppers
1,000 camp kettles, iron, three sizes
12,000 do handles
1,000 camp hatchete
40 trumpet cords and tassels, orange
40 trumpet cords and tassels, orange
40 trumpet cords and tassels, orange
40 drums, artillery, complete
70 do do sizes, pairs
70 do infanity do
1,100 do heads, batter
70 do do sares, sots
200 do do sares, sots
200 do do sires, pairs
200 do do sires, pairs
200 do do carriages.
All the above-mentioned articles must conform is all respects to the sealed standard patterns in this office, where they can be examined;
and sample patterns will be seal by mail, with any additional information in regard to them which may be requested by manufacturer;
1e-liveries to commence on the 15th day of Pebruary next, and one-half of the quantity contracted for to be delivered in equal monthly proportions by or before the 30th April, 1858 the remainder within four months from that date, is monthly or greater proportions, as the contractor may flad is convenient.

The privilege is reserved by the United States of increasing from one third to one-half the quantity of all the supplies abovementioned by giving the contractor one monthly notice of such desired increase.

Toyments will be made for that purpose. Ten per cent of the amount of each delivery will be restained until the contract shall be completed, which will he largetted to the United States of increasing from the date, in on the part of the contractor in fulfilling the contract of such desired in case of defaction on the part of the contraction in fulfilling the contract of such desired in the avoides proposed to be furnished; and none will be considered in which the manufacturer's mill or dealer's place of business is not specifically set forth.

Contracts will be based on acc

in which the manufacturer's mill or dealer a practically set forth.

Contracts will be based on accepted proposals, for the fulfillment of which two or more sufficient securities will be required.

The names, address, and the responsibility of the persons proposed as securities, with the acknowledgment of said persons that they will be such security, or will see that good and sufficient security be furnished in case a contract is obtained, will be transmitted with the pre-

nished in case a contract is obtained, with the transmission of the passage.

It is to be distinctly understood by every person obtaining a contract that said contract is not transferable without the consent of proper authority, and that any sale, assignment, or transfer of it, without such consent having been obtained, (except under a process of law, will be regarded as an abandonment of the centract, and the costractor and his securities will be held responsible for all loss of damage to the United States which may arise from said sbandonment Proposals will be addressed to the undersigned, and will be a dorsed "Proposals for (urnishing army supplies and materials."

MENRY C. WAYNE,

Brevet Major, A. Q. Mr.

El Oculista De Paris

RECIEN llegado a esta cuidad tienna el honor de un escojido, Surtido de Resejuelas, Lentos, Anteojos de Testro, y de larga Vista, Vidrius de Aumento, Miqueres copios, Lapiceras y Plumas de tiro, que son Articules Francesas. Trenda provisionalmente en Eight strest, corner Penn. avenue. Precios muy moderados, lo mismo de Europa.

TRENGTHEN and assist them, by the Paris opti-cian, D. WOOLISON, who has arrived from Europe with his own, as well as the manufacture of a good many others of the latest in-proved spectacles and eyo glasses; among which are the PERISCOPIC CONCAVE AND CONVEX, THE DOUBLE FOCUS AND LOUBLE POLISHED BRAZULAN PUBLISS, CRYSTALS, ETC. which are warranted to improve any ope affected with weakness, catract, or tending to it; also, SHORT-SUGHTENESS.

Persons who are compelled to use glasses, or these now using them, will be antited at first sight. These wenderful

have received the highest recommendations at the World's Fa Also, all styles of opera, spy, and magnifying glasses, companies and microscopes are for sale at his store, corner of Eighth street an Pennsylvania avenue, or eighth street, No. 491, between D street and Prices very reasonable; the same as at his establishment in Eur Nov 21—dly

BANKING HOUSE OF CHUBB BRO TOHN D. BARROW and HENRY HOLMES . this day admitted as partners in the Banking Boson of Chulob Brothers. The firm from this date will be composed of Chases. J. Chubb, Joing D. Barrow, and Henry Heimes. The Bases is Described of Charles St. J. Chubb, Win. H. Bongar and Alexander H. Barrow, under the firm of Chulob Boothers, Barrow A Co.

Jan 1—dif

WATCH Requiring and Engraving.—Watches, repaired by skilful workmen and warranted to parform accurately Engraving of every description done in the best style, including the cuting of arms, crests, mottoes, and initials on stone.

**a* Visiting and wedding cards elegantly engraved and printed.

**Jewellers, 324 Pennsylvania avessee, Jan 30—4

Between 9th and 10th streets

George C. Thomas, Commissioner of Deeds for all the States, NOTARY PUBLIC.

May 16-1y Seventh street, No. 494 H. GHLLET, Counsellor at Law, has removed his office to he residence in Franklin Row, corner of K and Hillricouth streets. He will continue to devote his attention principal to cases in the United States Supreme Court.

Bankers.

Bank No. 388 Pennsylvania avenue, (National Hotel Building.)

Wassington City, D. C.

W E receive money on deposite, and pay checks without charge collect notes and bills in the District of Columbia and Alexandria, Virginia, and result proceeds at current rate of exchange.

We receive all kinds of uncurrent money on deposite, and juy checks in like funds on specie, and charge current rates of exchange. Buy and sell bills of exchange, coin, uncurrent money, and land warrants. Bonds and stocks we buy and sell on commission only.

THE LADIES are especially invited to "The Lakes" new store, (formerly occupied by R. C. Slovens,) No. 15 Commercial Boilding, opposite Centre Markes, junction Franchis avenue and D street, where they will find an elegant assertance of famey and todget articles, perfumery, &c., &c., auch as we shall continue to improve and sell wholesale and relativation old store Oct 23—U

FROM Washington at 6, a. m., connecting at Relay with trains for the West, and at Baltimore with those for Philadelphia and New York.

At 8, 30, a. m., for Annapolis, Baltimore, Philadelphia, and New York.

At 3, p. m., for Baltimore and Norfolk, and at Belay with Freder

ick train.

Express at 4.20, p. m., at Relay for the West, and for Annapolis, Baltimore, Philadelphia, and New York.

On Sunday at 7, a. m., and 4.20, p. m.

West content. From Baltimore for Washin

At 4.15 and 9.15, a. m., and at 3 and 5.15, p. m. On Sunday at 4.15, a.m., and 5.15, p. m. T. M. PARSONS, Agent